The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4578. 光緒三十年五月初十日 FRIDAY, JUNE 24, 1904. 四年禮 香港英大月廿三號 $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,500,000
Silver Reserve .....$ 6,500,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. | N. A. Siebs, Esq.
Hon. W. J. Gresson. | H. W. Slade, Esq.
A. Haupt, Esq. | C. A. Tomes, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | J. Focke, Esq.
Creasy Ewens, Esq. | G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 4th February, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED GOLD $10,030,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposit for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months: 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

For the
HOT WEATHER
YOU SHOULD DRINK
LIME FRUIT CORDIAL,
A MOST REFRESHING, COOLING DRINK.

A tablespoonful in a half tumblerful of plain or ærated water will be found a delicious drink.

FLETCHER & Co.,
中法大藥房
14, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 22nd June, 1904. [384

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,
H. PRICE & CO.,
12, QUEEN'S ROAD, CENTRAL.

Hongkong, 15th April, 1904. [41

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON.	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	SOCOTRA ..... C. J. Benton, R.N.R.....	About 24th June	Freight only.
SHANGHAI.....	CHUSAN ..... W. B. Palmer, R.N.R. ...	About 30th June	Freight and Passage.
LONDON, &c.....	BENGAL ..... G. Philipps	July 2nd, Noon	*See Special Advertisement.*

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th June, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ HEINRICH	WEDNESDAY, 31st August.
GNEISENAU	WEDNESDAY, 14th September.
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 9th October.
PRINZESS ALICE	WEDNESDAY, 9th October.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.

ON WEDNESDAY, the 6th day of July, 1904, at Noon, the Steamship "SEYDLITZ," of the NORDDEUTSCHER LLOYD, Captain C. Dewers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 4th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 5th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 5th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th June, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,
SOLE AGENTS.

DELICIOUS WITH FRUITS, SWEETS, TEA, COFFEE, &c.

PRESERVED IN ALL ITS NATURAL RICHNESS.

—PRICES—
Quarter tins 30 c., Half tins 40 c., One tins 60 c.

Hongkong, 10th May, 1904. [38

CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURINGS
FOR
FISH, GAME, PUDDINGS, &C.

MAKE a most Refreshing Drink when mixed with either AQUARIUS OR SODA WATER.

CITRONNADE is an excellent ingredient in a COCKTAIL.

SOLE AGENTS,
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Telephone No. 75.

5, QUEEN'S ROAD,
Hongkong, 16th June, 1904. [42

Intimations.

Millions

of bottles of Bovril are used annually—used in the sick-room where Bovril is the nurse's "second self"—used in the kitchen where Bovril is the cook's "right hand"—used on all occasions where strength and sustenance are required. Bovril as a food has received the endorsement of some of the greatest scientists of the age.

BOVRIL

37]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinoonni, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

27]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

30]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [32

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

33]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons	...TUESDAY,	28th June, at Noon.
"DORIC"	4,784 "	...SATURDAY,	9th July, at Noon.
"SIBERIA"	11,284 "	...THURSDAY,	21st July, at Noon.
"COPTIC"	4,352 "	...TUESDAY,	2nd August, at Noon.
"KOREA"	11,276 "	...SATURDAY,	13th August, at Noon.
"GAELIC"	4,205 "	...TUESDAY,	23rd August, at Noon.
"MONGOLIA"	13,639 "	...SATURDAY,	3rd September, at Noon.
"AMERICA MARU"	6,300 "	...	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

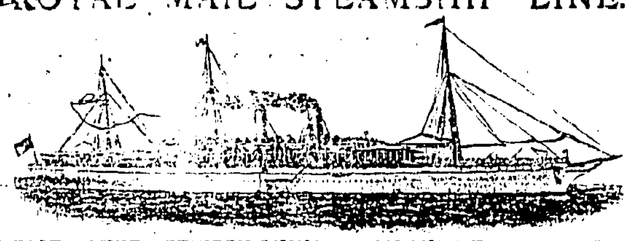
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 23rd June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED PUNCTUALITY.
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY,	13th July.
" "ATHENIAN"	2,440 "	WEDNESDAY,	20th July.
" "EMPRESS OF CHINA"	6,000 "	WEDNESDAY,	3rd August.
" "TARTAR"	4,425 "	WEDNESDAY,	10th August.
" "EMPRESS OF INDIA"	6,000 "	WEDNESDAY,	24th August.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 22nd June, 1904. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG, Jaburg	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	6th July.	Freight.
C. FERD LAEISZ, von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July.	Freight.
BADENIA, Roerden	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August.	Freight.
BAMBERG, Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August.	Freight.
ANDALUSIA, Schmidt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904. [6

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 5th January, 1904. [56

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [58

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	R. D. Thomas.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	W. A. Valentine.
" "HANKOW"	3,073 "	"	B. Branch.
" "KINSHAN,"	2,860 "	"	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons,.....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP...	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAHI.....	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo for Netherlands India Ports on through Bills of Lading. For Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 13th June, 1904. [14

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

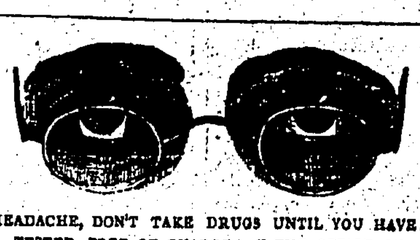
ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

C. W. CLARK,
PHOTOGRAPHER,
No. 4, IDE HOUSE STREET,
Between Queen's Road and Des Vœux Road.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

50]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1903. [14

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS *direct* from the *Growers* in France, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—
3 qt. bots. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (superior Burgundy).
at the exceptional price of $12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon.	$38 per doz. qt.
White Star		42 " " "
Brut Impérial		50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—
Buchanan Blend at $13.50 per case of 1 dozen quarts.
Black and White, at 17.50 " " "
Royal Household, at 20.50 " " "

We request of *connoisseurs* the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904. [707

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D' Hote at Separate Tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1903. 31

For Sale.

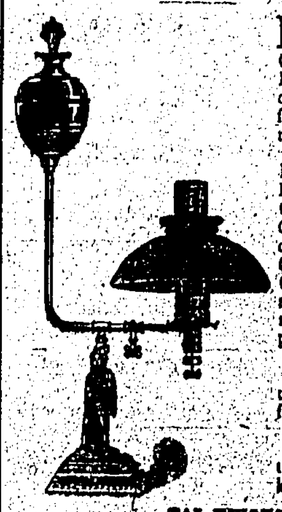
FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [641

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [32

For Sale.

ON SALE AT THE
BIBLE, BOOK AND TRACT DEPOT,
6, D'AGUILAR STREET.

NEW STORY BOOKS for BOYS and GIRLS.

An Extensive Assortment
of
PICTURE BOOKS FOR CHILDREN.

CHEAP REVISED BIBLES
and
NEW TESTAMENTS.

CENTENARY BIBLES and NEW TESTAMENTS.

A Highly-Finished Map of Central and Southern Manchuria,
by
Mr. R. T. TURLEY, F.R.G.S.

Hongkong, 22nd June, 1904. [753

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net $4.75 ex Factory.
In Bags of 250lbs. net $2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903 1D

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
TRONGATE, British barque, A. Hutton, Master.

Entertainment.

METROPOLE THEATRE.

METROPOLE HOTEL.
Sole Proprietor.....Mr. JAS. CHRISTIE.

TO-MORROW,
(SATURDAY), June 25th,
Grand Opening of Popular Weekly Entertainments by
WARE AND ROSS' ENTERTAINERS.

INTRODUCING the following Artistes:—

TOM MORCOMB.
ARTHUR WALTERS.
Miss GERTIE MAISIE.
WALTER KING.
McCORMICK and McGINTY.
THE PERCIPAPHONE.
AMERICAN BIOGRAPH.
JAS. CHRISTIE.

The best performance ever produced in Hongkong.

Prices.....$2 and $1.

Overture 8.30. Performance 9 Sharp.

Hongkong 24th June, 1904. [757

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st July, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd June, 1904. [756

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1904. [5

Intimations.

DOCTOR.

WANTED IMMEDIATELY for EMIGRATION STEAMER, Must be a British subject.

Apply—
"T. C. E. D."
C/o *Hongkong Telegraph*.

Hongkong, 15th June, 1904. [723

WANTED.

A SMALL STORE IN CENTRAL OF QUEEN'S ROAD.

Apply to—
"B. C."

Hongkong, 9th June, 1904. [708

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compaciness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Vœux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,
Local Secretary.

Hongkong, 8th June, 1904. [701

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904. [608

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Company's notice of 22nd March, according to which the rate of collections for TELEGRAM CHARGES was fixed at DOLLARS 0.45 equal to FR. 1.00 for the quarter ending 30th June, Senders of Telegrams are hereby advised that the said rate will remain unaltered, subject to revision after 3 months dating from 1st July.

OLAF NIELSEN,
Superintendent.

Hongkong, 22nd June, 1904. [751

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Scrip No. 69 Nos. 17,826/17,850—25 shares in the name of George Hutton Potts.
Scrip No. 379 Nos. 36,38 /36,429—50 shares in the name of Catchick Paul Chater.
Scrip No. 380 Nos. 36,43 /36,479—50 shares in the name of Catchick Paul Chater.
Scrip No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Potts.
Scrip No. 873 { Nos. 5,451/5,475 ,, 3,326/3,350 } —50 shares in the name of Solomon Sassoon Benjamin.

200 Shares

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1904. [714

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Branch Office in PRINCE'S BUILDINGS, First Floor, Ice House Road.

[illegible] Manager.

Hongkong, 20th May, 1904. [643

THE
ROBINSON
PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF
UPRIGHT PIANOS
RACHALS,
STUART,
&c., &c., &c.,
— AND —
BABY-GRANDS,
BY
WINKELMANN,
(Established 1887)

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [59

THE WAR.

CONDITION OF DALNY.

The Chefoo correspondent of the *Asahi*, writing from Dalny, describes the condition of affairs in the port and neighbourhood. The correspondent says the principal bridges supporting the railway between Kinchau and Dalny are destroyed, and their repair will cost a great deal in money and time. When the Japanese occupied Dalny, their first course was to extinguish the fire which was devastating the city. The buildings burnt were the handsome city office, school buildings, and official quarters in the vicinity of the railway station—an area covering about one-fifth of the town. On the 2nd inst. locomotives and freight waggons at the station were still burning. Among the buildings untouched or saved from the flames are the post office, two electric generating stations, the Dalny Hotel, Club, and Chinese Eastern Railway Company's offices. Mines were planted about the town, and these the Japanese engineer corps were engaged in removing. The Russians had destroyed the waterworks mains. The correspondent states that on the night of the 26th ult. about 1,300 Russians left for Port Arthur by rail or junk, and on the following morning mounted bandits entered the city. They were joined by Chinese coolies, and for two days the city was plundered, until these operations were checked by the arrival of the Japanese. It was learned that the heads of the two principal Chinese firms had been taken prisoners by the bandits, and Y30,000 was demanded as ransom. Half the amount being paid, one merchant was set free, but the other was carried away as hostage pending the payment of the balance. When Captain Kawasaki arrived from Kinchau to open the administration office, there were eleven Japanese residents at Dalny, three men and eight women.

A SOLDIER'S EXPERIENCE.

A letter describing the experiences of a soldier of the Imperial Bodyguard at the battle of the Yalu is published by the *Jiji*. The letter is written to a friend in Tokyo and is worth reproducing, describing as it does the feelings of a soldier during battle. The writer says:—We crossed Tiger Hill at 2 a.m. on the 1st May, and rested on the River Ai, facing the enemy, who were about five hundred metres distant. We were waiting for daybreak, well entrenched, and eager to commence the attack. The bright moon was high, as if watching the movements of the enemy was lighting the way for our army. We all felt happy. I will say something of my personal feelings during the fighting and of what I saw. Towards dawn the artillery duel opened, and lasted for about the infantry to advance [illegible] ordering Guards leaped out of their entrenchments, and the enemy concentrated their fire on us. Bullets fell like rain, and under it I dashed, quite unconscious of danger. We waded the river with the water up to our waists, our men singing the military song which commences, "Wataruni yasuki Anjo no" ("It is easy to wade the river Anjo"). The sound made by the bullets whizzing through the air may be divided into three kinds—"pun pun," "hyu," and "shyut." The first is made by a bullet flying very high over our heads, and the last sound by the most dangerous bullet, flying between man and man, and likely to go through our bodies. During our advance the last-named sound was all about our ears and shrapnel was exploding over our heads, like fireworks at Ryogoku. I was almost deafened, yet I heard the commands of the captains of companies ordering the advance. Some 40,000 or 50,000 rifles and hundreds of artillery on both sides were pouring their fire into each other. I felt at the time that the hills might crack with the terrible row. The scene was dreadful. Presently the enemy began to retreat, and our army's spirits rose. We gave chase, shooting the running Russians with a happier feeling. My battalion occupied Ishiko, where six guns fell into our hands. The enemy fled to the left side of the hill, only to meet a column of the Twelfth Division, and at a mile south of Chulien-cheng the enemy raised a white flag and lay down their arms. Over three hundred officers and men, including the Colonel belonging to the sharpshooting Siberia artillery battalion, surrendered. Some thousand officers and men and some hundreds of horses were killed or wounded. Thus we scored a brilliant victory after fighting a desperate battle, and this great achievment took only five hours. It was about half-past eleven when the fighting entirely ceased. We had tiffin in the midst of blood, looking at the Russians lying dead or wounded on all sides, some of us taking seats on dead horses. We bivouacked at the base of a hill about three miles south of Chulien-cheng, and so spent the night. The enemy's dead were piled up like a hill. Some of the wounded were moaning and waiting for the assistance of the Red Cross, while others begged for food. The sight caused within us a feeling of great compassion. A Russian who was wounded in the shoulder and in his leg drew his sword and cut open his own stomach in our sight. When and how did he imbibe the Yamato spirits? His heroic action to avoid the humiliation of surrender compelled our admiration.

LEARN SHORTHAND AT HOME by correspondence. 10 weekly lessons will make you perfect.

OBTAIN HIGHER SALARY.

Shorthand is nowadays indispensible to everybody. Utilize spare time. Very moderate fee. We procure positions. Write for free booklet.

CENTRAL CORRESPONDENCE COLLEGE,
215, Temple Chambers,
Temple Avenue, London, E.C.

[727

THE DERBY AND ITS COST.

It would be decidedly interesting to know the precise amount the British blue ribaud of the turf since its inception has cost the sporting public. The amount deliberately paid away by both layers and takers of odds must in very truth aggregate an enormous amount although small indeed in comparison with the sums it has cost horseowners. Take, for instance, that won by *Hermit* when Mr. Chaplin won £145,000 and Captain Machell £63,000. When *Amato* won the classic race, although he only brought his owner £20,000, no less than five noble owners were credited with having "dropped" over £50,000 apiece. Still when *Blue Gown* in 1868 carried off the race he brought in £93,000 to his owner and in 1844 *Running Rein* swelled the bank balance of Mr. Wood by £70,000 or more, starting at 13 to 1. In *Merry Monarch's* year the owner of that well-named quadruped gained over £30,000, whilst, in 1855, the owner of *Marchioness* (the winner) is said to have made hardly £200. In the year 1876 a horse named *Kisber* won and brought his owner between £90,000 and £100,000. As long ago as 1769, the famous *Eclipse* bought for £75, won Captain O'Kelly a neat little sum of £71,000, whilst in *Bend Or's* famous year the losses on *Robert the Devil*, who ran second, were estimated at about £250,000.

Of course the expenses of training and upkeep of a possible Derby winner are exceedingly heavy but then just look at what a difference is made in the value of the horse. When Mr. Blanc buys a *Flying Fox* for £39,375 and *Sceptre* as a yearling colt was valued at £100,000. Other big prices for animal who also have distinguished themselves in the big race are *Ormonde*, £20,000 *Matchbox*, who was purchased by the Austrian Government, for £18,000; *Galtee More* for £22,000 and *St. Blaise* for £21,000. Still, with all these figures to show that the owners sometimes do well with their racing, they must mostly lose huge sums. The Earl of Jersey is accredited with the loss of £400,000. In 21 years Lord Almonth won about £250,000 and then, after selling his entire stud for £115,000, yet he proved in the end the looser of tens of thousands of pounds. In two years the Duke of Portland won £100,000 in stakes alone and yet he is generally alleged to have lost much more than that sum with his bets. Everywhere we find it the same—a big amount on the wrong side of the owner's ledger. These facts, for facts most assuredly they are, are not cited with the intention of proving that racing is immoral. They merely indicate in no uncertain manner what modern racing costs its chief devotees. What the annual amount lost and won in the British Islands a twelve-month totals would assuredly prove of interest, were such a record kept among the public records and might, if necessary, lead to improved legislation upon a matter in which the "faddists" have apparently, of late years, had it all their own way.

this country promises to be the [illegible] Institute of London, established for scientific research into the origin, cause and treatment of Diabetes and the secondary symptoms: gout, rheumatism, carbuncles, etc. Hardly any disease is so little understood, and at the same time so insidious and dangerous as Diabetes, which, according to the highest modern authorities, is curable after all, when treated in time. If interested, write to the Diabetic Institute, St. Dunstan's Hill, London, E.C., for free information. [728

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903. [E

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903. [55

Intimations.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: $25 Per Quarter

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE
&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904. [61

To Let.

TO LET.

NO. 3, UPPER MOSQUE TERRACE. Possession from 1st July.

Apply to—
ROZARIO & Co.,
No. 47, Wyndham Street.

Hongkong, 22nd June, 1904. [752

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st June, 1904. [747

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436

TO LET.

TWO ROOMS and a BATH-ROOM, in a house facing the Sea, at Kowloon.

Apply to—
"X. Y. Z.,"
C/o *Hongkong Telegraph.*

Hongkong, 16th June, 1904. [730

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.
"LEIGHTON," THE PEAK.

Apply to—
JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49

TO LET.

LARGE HOUSE, SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.

Apply to—
YEW KEE BANK,
133, Queen's Road.

[735

THE WINE GROWERS SUPPLY CO.

THE Undersigned, having been appointed AGENTS for the WINE GROWERS SUPPLY COMPANY OF PARIS, are now prepared to answer inquiries and receive orders for all kinds of WINES and SPIRITS, at 22 and 24, Bank Buildings.

BARRETTO & CO.

Hongkong, 9th June, 1904. [703

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$18 per annum.

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five Cents.

BIRTH.

On 14th June, at the Manse, Kuala Lumpur, the wife of Rev. W. E. HORLEY, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 24, 1904.

LOCAL AND GENERAL.

PROF. Jenks and his secretary expect to spend a good share of the summer in Peking.

THE s.s. *Tremont*, which arrived from Manila to-day, made the passage in forty-six hours.

THE departure of the steamer *Courtfield* for South Africa has again been postponed, and in all probability the second batch of coolies for the mines will not get away before the end of the month.

MR. Walkey, the well-known dramatic critic of the London *Times*, speaking of audiences, says the drama brings out the primitive in man's nature, and that the theatre crowd is the embodiment of primitive man.

MR. Olaf Nielsen, Superintendent of the Great Northern Telegraph Co., Limited, informs us that time of transmission for telegrams forwarded over this company's Hongkong (Amoy) Shanghai cable is again normal.

...engineering activity in the Islands unknown before. We find proposals called for a lift bridge over the Binondo Canal in the City of Manila by the Municipal Board, open to all comers able to fulfil requirements.

A NEW game for the summer is apparently in vogue in England, and it has much to recommend it. The London *Globe* says:—'We hear a rumour that quite the latest society game is "Bubbles." The players blow bubbles along a plank and over a miniature bridge at the end of it. Bubble parties are to be the fashion this season.'

PROGRAMME of music to be performed by the band of the 110th Mahratta Light Infantry on the new parade ground on Monday next, the 27th instant, from 5 to 6.30 p.m.

PROGRAMME.

March	"Heroïque"	Schubert
Overture	"Due D'Olono"	Auber
Selection	"A Country Girl"	Monckton
Valse	"Con Amore"	Bucalossi
Dance	"Les Palais Royal"	Bonheur
Selection	"H.M.S. Pinafore"	Godfrey

God save the King.

BY kind permission of Lt.-Col. Iremonger and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.

March	"Marmion"	Acturley
Overture	"Lodoiska"	Cherubini
Selection	"An Artist's Model"	Sidney Jones
Song	"An der Weser"	Pressel
Selection	"The Shop Girl"	Ivan Caryll
Valte	"Sevil'a"	Jose Matador
Tarentella	"The Original Napolitaine"	Jullien

God save the King.

ACCORDING to Dr. Von Wittekind of Hongkong, the market of Manila compares most favourably with those throughout the East. In fact, they rank next to those of Calcutta, which he considers something of a compliment as the markets of Calcutta are generally acknowledged to be the best-conducted in the East from the standpoint of cleanliness and other desirable features. The Siamese and Straits markets, Bangkok and Singapore, for instance, are, in his opinion, really unfit to be visited by a European or any white lady, owing to the filthy condition of the aisles and passages.

AT the present season, when so many Europeans are temporarily indisposed owing to the enervating heat, and breakdowns are frequent, there is no finer pick-me-up for the hard-worked business man when he returns home of an evening than a bumper of really good champagne. The difficulty is to find a reliable brand. To such as are in doubt on the subject we can recommend Moët au Chandon's, *Imperial Brut* of which Messrs. Chazalon and Co., of Queen's Road Central, are the Agents. This wine has a delicious and velvety flavour, and possesses a mellow dryness, that is delightful. A first trial will give to amateurs convincing proof of the re-invigorating virtues of this palatable beverage.

TO-DAY is Midsummer Day, and the highest temperature recorded is 84.

A NEW *Morning Star* has appeared, and went on her maiden trip yesterday afternoon.

A SNAKE, ten feet in length and an inch in diameter, was captured alive at Black Rock, Happy Valley on Wednesday.

IT is announced that the local A.D.C. will open their next season about the beginning of November, when *Dorothy* will be staged.

MONSIEUR Obendhal, who was in charge of a mission in Annam, was murdered on the 30th April, together with his interpreter and two servants.

A JAPANESE Attache, who is at present staying at one of the hotels in Simla, breaking through the usual taciturnity of his race, has declared that the Russians cannot hold Mukden against the Japanese attack.

THE *Yachtsman* states that the combined and strenuous efforts of H.M. ships *Seamew* and *Triton* have been successful in discovering a glaring error in the measured mile near Brightlingsea. Survey showed it to be no less than 48 in. short. Truly this is an age of scientific accuracy.

ONE of the presiding divinities of Holborn was recently removed in the presence of an admiring crowd. The march of improvement demanded it, for the premises are coming down. The grimy old stone figure of a bull which has served as the sign of the "Black Bull" tavern for so many years, was hoisted from his perch with an improvised crane and windlass and taken away by the contractor.

THERE are to be Olympian games again in 1908, and this time at Rome. The date and the place and the title of the game should collectively gratifying those who like bizarre miscellaneous effects. The International Olympian Committee is to meet at the Mansion House in July. Probably the century will not be very old before the Olympian Games are held in Chicago; and after that, no doubt, the pentathlon will be contested for at some such ancient Greek city as Tumut or Dalny—if there is a Dalny.

UNCLE and nephew being unable to agree over a small financial transaction the guiding ...settled—at least so far as one of the parties was concerned F. C. Hurley senior, wanted the return of $430 from his uncle R. C. Hurley, and the Puisne Judge decided that the nephew was entitled to get the money back. When asked why he did not hand it over to F. C. Hurley, senior, the defendant said: Because he is my nephew and I am taking care of it for him—Judgment for plaintiff with costs.

THE Red Cross is respected on every battlefield, but nevertheless the attendants of the sick and wounded not infrequently meet their death in the discharge of duty. Mr. Dan Allebone has now, however completed a motor-car for use in first-aid work which, clad in bullet-proof steel, is capable of carrying its occupants in absolute safety through a hail of fire from 10,000 rifles. This motor-car has three wheels, and is capable of a speed of six miles an hour over the roughest ground. Shaped like a gigantic wedge, when boxed up it will carry only two men in addition to the driver, but it is so contrived that the steel doors at the back can be opened into a great shield fully 12 ft. wide and 8 ft. high, behind which stretcher parties could walk in perfect security.

THE Japanese manufacture of matches has been enormously developed in recent years, and in India they are a serious menace to the familiar "Standstikor." For some reason English matches, even of the best brand, have never been popular outside the European clubs and restaurants. Japanese matches are cheap, nasty and dangerous, and are a remarkable illustration of that imitative people's lack of honesty in trade, yet they suit the natives of this country and they are sold in thousands. A Hindu capitalist many years ago started a match factory at Chinchpoogli in Bombay, but his success was hardly commensurate with his enterprise, and we believe that despairing of turning out a good "safety," he confined his attention to those sulphurous "stinkers" so well known and so abominated in the mofussil. It is strange that this industry is neglected in India for its profits are large.—*Indian Engineering.*

ONLY those who have actual experience in that line can adequately describe the strenuous life that the pressman leads in the tropics, and these seldom care to speak on the subject to outsiders. In this respect a splendid example of pluck and perseverance under adverse circumstances has been given to the public by the staff of our contemporary, the *Pinang Gazette*. On March 8th last, the offices of this paper were burnt to the ground and all the material and records destroyed. Undaunted by the disaster Mr. S. C. Penny, the editor, ably seconded by his staff, at once issued a smaller but comprehensive temporary edition, and a few weeks later the paper, like a phœnix, was re-born from its ashes with all its former excellence. On the 11th inst. the weekly mail edition of the *Pinang Gazette* re-appeared in a new size, and enclosed in a becoming cover with extra pages. We tender our congratulations to our plucky *confrère*.

AT Wuchang recently a man and a woman were dismembered as punishment for the murder of the latter's husband.

WE have received from the Secretary of the Chamber of Commerce a copy, in book form, of the report of the Committee for the year 1903.

THE projected Yunnan Railway will pass close to the tin mines so that this article may be counted on to furnish a considerable amount of freight for the project.

A PAMPHLET from the local agent of the Canadian Pacific Railway furnishes a good account of how one can spend a pleasant holiday at Banff, in the Rocky Mountains.

MESSRS. Shewan, Tomes & Co., as resident agents for the Fireman's Fund Insurance Company, of San Francisco, send us a packet of blotting paper together with memo tablets, rules and tape measure.

FOR being concerned in a fatal shooting affair at Bangkok, a native was sent to twelve years' penal servitude. It was but natural that he should endeavour to get a reduction of the sentence so he appealed from the decision of the Court. Result: Twenty years' penal servitude.

ACCORDING to the *Sarawak Gazette*, the acting Resident at Lundu, Mr. F. Cox, "did not accord His Highness the usual polite welcome and adieu neither on the Rajah's arrival nor departure by coming to the landing place, a compliment which is paid him by all the other officers during his visits to their different stations."

IT was reported at Sarawak the other day that some good specimens of antimony had been found at Lundu. Upon examination, however, the slabs that were produced turned out to be head stones of Mahomedan graves. "The Chinese are imposters," adds the report, "and probably will receive punishment for robbing a grave yard, as well as giving unnecessary trouble."

THE Haiphong yarn mill is increasing the number of its spindles from 20,000 to 35,000. There will be a consequent increase of horse-power by the addition of a new boiler to the existing plant. At Namdink there are 20,706 spindles and at Hanoi 10,068. There are close upon 20,000 mill hands employed in the three establishments. We understand that this increase of plant will be made so as to allow of the company obtaining a greater share in the trade on the Yunnan market.

...the Macao String Band will play the following programme of music at the Macao Hotel during dinner on Saturday next, the 25th instant.

March	"Postman's"	Sulton
Overture	"Jolly Students"	Carl Albert
Waltzes	"Over the Waves"	Rosas
Selection	"Mariana"	Wallace
Waltz	"Forest Song"	Carl Weber
Al Fresco		L. Lavertal
Serenade	"Summer night"	O. E. Sulton
Gavotte de la Princesse	"Stephanie"	A. Cribulka

A CORRESPONDENT who has just returned from St. Petersburg writes:—I have had many opportunities of ascertaining how "the man in the street" in the Russian capital regards the war now proceeding between Russia and Japan. He knows there is a war. Men and munitions are leaving for the East, but it is a far cry to Port Arthur, and the Russian newspapers do not tell more than the official mind deems necessary. He knows, too, that all is not going well with the "Little Father's" men, but his only comment is "Wait! The further the Japanese come the more difficult it will be for any of them to get back again." He shows no interest in the cause of the war; it is enough that Russia is fighting, and Russia must win. Ultimate defeat is unthought of.

ON a recent festive occasion there were no less than 39 members of the profession present in our Far Eastern settlement, says *Indian Engineering*. It was proposed to form a Society of Civil Engineers in Hongkong, which will have for its objects the promotion of the interests of the profession and the bringing together of its members for their mutual advantage. The absence of such organizations in India has often been a subject of comment. The first tangible proposal emanated from the late Mr. Horace Bell in the seventies, which, however, fell through from *known* causes. The Civil Engineers' Association of Calcutta was a commendable native effort—unfortunately not long sustained. The uncertain tenure of European residence in India and the changes of residence incidental to professional occupation are unfavourable factors in such connection.

THE most exciting event we have had in Chenchou recently, says a correspondent of the *N. C. D. News*, has been the finding of a veritable mine of cash. They were found to be not very far from the surface. On the bottom was laid heavy boards and the cash thrown in. There were about forty loads, between seven and eight hundred thousand cash. They were very large and dated back to the Han Dynasty. The foreigner was presented with a few as souvenirs of the occasion. They are twice as large as most of the cash now in use. The man on whose property the mine was found put it into the hands of the military official and some of the influential men, telling them he wanted the money spent on some charitable work for the city. We understand it goes to the new school and the repairing of a large temple in the city. Some of the foreigners thought it would have been much better to have spent it in building a hospital, where the thousands of Chenchou's afflicted people might be treated and healed of their maladies.

LITERARY NOTES.

Mr. T. Fisher Unwin is issuing in his Colonial Library the following new novels:

"The Kingdom of Twilight" by Forrest Reid. This is the work of a new author and is the story of the earlier half of the life of a man of genius, following him through boyhood and youth to maturity. It is a book in which the form, the atmosphere, count for much. Essentially the study of a temperament—a temperament subtle, delicate, rare—it has more in common perhaps with the work of d'Annunzio than with that of any English novelist; the author's aim at all events, having been to describe from within, the gradual development of a human soul—to trace the wanderings of a spirit as it passes from light to light in search of that great light "that never was on sea or land."

"The Wine of Love" by H. A. Hinkson, author of "Where Love is King," "Sir Phelim's Treasure," "Silk and Steel," etc. Mr. Hinkson's new book is a story of his native Ireland, and it revolves round the land question and the problems with which Mr. Wyndham's bill has attempted to grapple. It is mainly concerned with the fortunes of a young landlord, Lord Kilmacduagh, and tells how through the agitation of outsiders his tenants become discontented and an attempt is made to burn his castle. This disaster is however prevented by the courage and presence of mind of Lord Kilmacduagh's sweetheart; there is a revulsion of feeling on the part of the tenants and things settle down happily. The book is enlivened by some spirited hunting scenes.

"The Perils of Sympathy" by Nina Stevens. This novel deals mainly with life in official circles, on which the author touches with the sure hand which betrays personal knowledge. In its pages are found, strikingly contrasted the monotony and loneliness of life in an up-country station and the glitter and gaiety of a Calcutta season. Striking too is the contrast between the two women who play the leading parts: Rosa Maria Denston, the daughter of a native woman, a very incarnation of scheming selfishness, and Evelyn Ellice, pure, idealistic and self-sacrificing.

CHINA COMMERCIAL STEAMERS.

The steamers of the China Commercial Company will no longer make Portland their terminus on the Pacific Coast. Mr. J. V. C. Comfort, formerly the San Francisco agent, will soon leave for Salina Cruz, the southernmost port of Mexico, where the vessels of the line will call after leaving Hongkong. The arrangement with the Harri... of the steamers at Portland, appears to have fallen through, presumably, as a result of a lack of freight, and hereafter the three big freighters of the Chinese line will run between Hongkong and Salina Cruz only. Hundreds of Chinese coolies are taken to Mexico on each trip of the China Commercial Company's steamers, and the management evidently expects to reap sufficient revenue from this source to maintain the line until business picks up, or some arrangement is made with the transportation lines running out of 'Frisco.

STANDARD OIL.

VICE-PRESIDENT SUED.

At Boston the widow of Benjamin Greenbough has sued Mr. Rogers, vice-president of the Standard Oil Company, and the executors of a man named Pratt, who was formerly Roger's partner, for 50,000,000 dols.

She alleges that Greenbough in 1874 invented a process for rendering kerosene non-explosive. Mr. Rogers guaranteed him a royalty of a quarter of a cent per gallon on all the oil so treated.

Greenbough in a few years received half a million dollars, and then he was lost at sea.

His widow knew nothing of the contract, and the stoppage of the payments accordingly did not surprise her.

Recently she found a copy of the contract among her husband's papers.

She wants the royalties on all oil treated by the Greenbough process since his death.

The real defendant to the action is the Standard Oil. The defendants have not yet filed their answer.—*Ex.*

IMMIGRATION AND EMIGRATION

AT THE STRAITS.

220,321 persons arrived in the Straits Settlements during 1903, an increase of 13,165 more than in the preceding year. The number of unpaid passengers is however fewer and this is looked on as satisfactory. 18,768 contracts were signed.

103 Societies are registered in Singapore and 142 exempted from registration. The heading reads—and still in existence. The following are dead and were buried long ago, but we suppose, that the members of defunct societies—like the shareholders of mining companies in liq.—seldom take any interest in seeing that the funeral of their old body is decently carried out.—Singapore Cycling Club; Photographic Association; Masters and Mates Association; and Mercantile Officers Association. There are no doubt many other derelicts in the 142 named.—*S. F. Press.*

THE average measurement of the British chest, according to the *Tailor and Cutter*, is 38½ ins., about 2½ ins. above what has been considered the standard for the last two or three generations.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

SINKING OF JAPANESE TRANSPORTS.

PROGRESSISTS BLAME THE AUTHORITIES.

(*From Our Own Correspondent.*)

YOKOHAMA, 23rd June, 10 a.m.

The Japanese Progressists have voted a resolution stating that the recent attack on several transports by the Vladivostok squadron was due to the negligence of the authorities charged with the conduct of the war.

The *Seiyukai* declares its conviction that the responsibility for the disaster will ultimately be fixed and it is probable that an official inquiry is in progress.

A RUSSIAN DESTROYER CAPTURED.

The *Asahi* reports that the fourth destroyer flotilla has found a Russian destroyer on the rocks in Kinchow Bay.

The captured vessel was re-floated and towed to the Japanese naval base.

BIRTHDAY HONOUR

FOR MR. C. FORD.

His Excellency the Officer Administering the Government has received a telegram from the Secretary of State for the Colonies stating that on his recommendation His Majesty the King has been graciously pleased to approve of the grant of the Imperial Service Order to Mr. Charles Ford, recently Superintendent of the Botanical and Afforestation Department.

SALE OF THE "KWONG LOI."

The sale of the steam launch *Kwong Loi*, by public auction, took place at Canseway Bay, at noon to-day. The vessel was bought by Man Fat for $1,750. She was sold by Messrs. Hughes and Hough by order of Court. The dimensions of the *Kwong Loi* are:—Length 69 feet, breadth 13 feet 2 in., depth 7 feet 5 in., gross tonnage 51.12, and net tonnage 31.28.

THE FRENCH ADMIRAL

AT MACAO.

(*From Our Correspondent.*)

Macao, 23rd June, 1904.

The French Admiral arrived here this afternoon, in his despatch boat escorted by two destroyers. The vessels anchored off the port about 6 p.m. and saluted the town with nineteen guns. The San Francisco fort returned the courtesy. Later on His Excellency landed and was escorted to Government House by a Guard of Honour.

THE COMMAND OF THE U.S. SQUADRON IN CHINA.

Rear Admiral Philip H. Cooper, commander in chief of the United States naval forces on the Asiatic station, is ordered to turn over the command to Rear Admiral Stirling and proceed home on waiting orders. The cause for this order from the navy department is, according to the *Cablenews*, the result of a report of a recent medical board of survey which recommended that Rear Admiral Cooper be relieved from active service owing to physical disabilities. It is understood that Rear Admiral Stirling who is now aboard the cruiser *New Orleans* at Chefoo, China, will be notified by Real Admiral Cooper to proceed to Hongkong whence the command will be officially turned over to him; else he will be instructed to assume command per order, notifying the department at Washington of the acceptation of the office by him.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Taiyuan*) 25th inst.
French (*Tonkin*) 28th inst.
American (*Doric*) 27th inst.
Canadian (*Athenian*) 28th inst.
Indian (*Sutlang*) 29th inst.
Canadian (*Empress of Japan*) 4th prox.
Australian (*Tsinan*) 13th prox.

The C. N. Co.'s s.s. *Chihli* left Tientsin on 22nd inst., for Hongkong *via* Chefoo and is due here on 29th inst.

The C. N. Co.'s s.s. *Tsinan* from Australian Ports, left Sydney on 20th inst., and is expected here on 13th prox.

The C. N. Co.'s s.s. *Taiyuan* from Australian Ports, left Manila yesterday, a.m., and is expected here on 25th inst.

The C. P. R. Co.'s s.s. *Athenian* arrived at Yokohama at 5.30 p.m., on 24th inst., and left again at 2 p.m. Friday, for Kobe where she is due to arrive at 6 a.m., on 26th inst.

TELEGRAMS.

(Reuter's.)

The War.

LONDON, 22nd June.

Reuter's Newchwang correspondent wires, it is reported that Japanese cavalry made an attack on Liao Yang late on Saturday. A missionary in Newchwang has received information from native sources that the fighting was continued until Monday and Liao Yang taken yesterday afternoon.

A despatch from Admiral Skrydloff describing the achievements of the Vladivostock Squadron says: it started on the 12th instant, under Admiral Bresobazoff, to attack the Japanese maritime communications. He describes the sinking of the transports as already reported.

The Duty on Tea.

Mr. E. J. Soars, in the House of Commons, moved an amendment providing for 8d. tax on tea remaining in force till the 1st July, 1905, instead of to 1st August, 1905, The amendment was agreed to. A proposal made that the duty should be *ad valorem* was rejected by 194 to 128.

LATER.

The United States.

At the opening of the Convention in Chicago, the Chairman, Mr. Elihu Root, enumerating the work of the present administration referred to its strengthening the Monroe doctrine and augmenting the Army and Navy. He said the tariff might be subject to revision on protective lines. His references to President Roosevelt's record were received with enthusiasm. Mr. Elihu Root disclosed that it was the Kaiser who appealed to the United States to take the lead in limiting the war area in the Far East and to prevent the disruption of China and a universal conflict. Hence Mr. Hay's Note to the Powers of the 9th April.

The Governor of Hongkong.

Sir Mathew Nathan leaves for Hongkong on the 1st July.

The Chinese in South Africa.

The first batch of Chinese labourers has arrived at the East Rand. They did not enter Johannesburg but proceeded direct to the mine compound.

(Manila Cablenews.)

The Riots in Finland.

London, 20th June.

The assassination of Bobrikoff, the Russian governor-general of Finland, has been the signal for a revolt which is more or less general.

Yesterday a large crowd of Finns surrounded the governor's office in the capital city Helsingfors, and it the officers present fired on the people and a riot ensued. In the melee in which a number of the crowd drew revolvers, eighteen Russian officers were killed and a number of the people were killed and wounded. The office was totally wrecked.

An effort has been made to check the revolt by the arrest of hundreds of the supposed revolutionists. The temper of the people is thoroughly aroused and it is believed much more blood will be shed before the present uprising can be suppressed.

Heaviest Battle Expected.

San Francisco, 21st June.

The real campaign to the north of the Liaotung peninsula is about to begin. Generals Oku and Kuroki are now prepared to make a combined attack on Kuropatkin.

The present pursuit of General Stackelberg's forces is understood to be only a part of this aggressive movement and General Oku will continue his advance on Kaiping and Haitcheng.

In conjunction with General Oku's advance from the peninsula General Kuroki will press the attack on Kuropatkin's flank. The battle going on at Newkiachu (Makiafu) between the troops of Kuroki and the Russians is part of this movement.

The heaviest battle yet fought is expected within the next few days.

A Russian Ruse.

San Francisco, 20th June.

It appears the former report of the arrival at Vladivostok of the squadron under Admiral Skrydloff was a Russian ruse to mislead the Japanese as another report informing of its safe return has just been given out.

While on its way to Vladivostok the squadron captured the British steamer *Allanton* with contraband on board.

Another Correspondent Shot.

Chefoo, via San Francisco, 21st June.

Edwin Emerson, the famous American newspaper correspondent, has been killed by Russians while at the front for *Collier's Weekly*.

(Edwin Emerson, Jr., is one of the best known of the younger newspaper men who make war reporting their field of labour. He earned a reputation during the Spanish American war and later in South and Central America. He has been a close friend of Richard Harding Davis, who is also reporting the Russo Japanese war for *Collier's*. Emerson is the second correspondent who has fallen in the past few weeks.)

Mukden a large Hospital.

San Francisco, 21st June.

General Oku is now in pursuit of the routed and retreating forces of General Stackelberg. Many guns and supplies have been abandoned by the Russians. Reinforcements have been dispatched to General Stackelberg to assist in covering retreat.

The total losses of the Russians at the battle of Wafantien are now placed at 10,000 killed and wounded, but it is believed they are even heavier than this report allows. Mukden is said to be one large hospital and its accomodations for Russian wounded severely taxed. Many of the Russian dead have been buried by the Japanese.

Presidential Election.

Chicago, 21st June.

At the Republican national convention which opens to-day it is almost certain at this writing that the ticket will be Roosevelt and Fairbanks. Roosevelt's nomination is undisputed and without opposition; Fairbanks is said not to want the nomination for the vice-Presidency, but it is sure to receive it. Joseph Cannon has refused to accept the vice-Presidential nomination under any circumstances.

(Liberias' Service.)

Kuroki's Headquarters.

Haiphong, 19th June.

A Russian report from Liaoyang states that General Kuroki has transferred his headquarters to Siuven, about thirty miles from Takushan and over sixty miles from Haitcheng.

Entire Regiment Lost.

Haiphong, 19th June.

It is communicated from Tokio that an entire regiment went down on the transports recently sunk by the Russian Vladivostok squadron in the straits of Korea. A Japanese regiment consists of about 2,400 men.

PUNJOM MINING CO., LTD.

RECONSTRUCTION SCHEME.

The following circular was issued to shareholders in this company by the directors:—

Shareholders, whether ordinary or preference, are requested to return this paper signed showing which scheme of the two herewith submitted meets their approval. This course has been adopted because it has been found impossible to induce the vast bulk of shareholders to attend the meetings, and the board do not feel justified in undertaking the reconstruction of the company upon the show of hands at the very thinly attended annual meeting, notwithstanding its unanimity.

Of these two schemes that marked A is recommended by the directors, who, however, in conforming with a promise given at a private meeting of preference shareholders agreed to place the alternative scheme marked B before the shareholders. While doing so, they do not hesitate to express a very decided adverse opinion upon the latter, for the following reasons:—

1.—That it would be most prejudicial to the flotation of a new company to hamper it with preference shares, which are always regarded as a serious obstacle in the way of negotiations.

2.—That such issue creates two sets of interests in a company, which occasionally prove irreconcilable.

3.—That the mere existence of Preference shares, which in effect constitute a first mortgage on the whole of the property, is considered by investors as prejudicial to the stock generally.

For these reasons the board consider it would be most inadvisable to perpetuate any incubus on the company, either in the shape of preference stock or debentures.

R. CHATTERTON WILCOX,
Chairman.

A SCHEME.

Capital..... ... .$400,000.

In 100,000 shares of $4 each, of which:—

60,000 shares to be awarded to the existing shareholders in exchange for present fully paid up scrip in the old company. $1 per share to be considered as paid up; and the balance to be called as follows:—$1 per share on allotment. 50 cents per share on 15th December, 1904. 50 cents per share on 15th June, 1905. $1 remaining to be paid when and how required.

7,500 shares, to be allotted to preference shareholders in the following proportion:—One fully paid up share of the value of $4 in exchange for four shares of the existing Preference shares.

32,500 shares, the balance, to be offered to the public at par ($4), but the issue to be under the control of the Board, who may allot or otherwise dispose of the same to such persons on such terms and conditions and such times as the Board may think fit.

100,000 Shares.

B SCHEME.

Capital... ... ... $400,000

In 97,500 ordinary shares of $4 each, of which:—

60,000 shares to be awarded to the existing shareholders in exchange for present fully paid up scrip in the old Company. $1 per share to be considered as paid up, and the balance to be called as follows:—$1 per share on allotment. 50 cents per share on 15th December, 1904. 50 cents per share on 15th June, 1905. $1 remaining, to be paid when and how required... ... $240,000

32,500 Ordinary shares (deferred) to be offered to the public at par ($4), but the issue to be under the control of the board, who may allot or otherwise dispose of the same to such persons on such terms and conditions, and at such times, as the Board may think fit $130,000

and 30,000 Preference shares of $1 each, fully paid up ... ... $ 30,000

$400,000

THE BATTLE OF THE YA-LU.

(By "The Times" Special Correspondent.)

AN-TUNG, 5th May.

At daybreak on the 30th the scene as viewed from a high hill behind Wi-ju was peaceful in extreme. Across the sandy bed of the Ya-lu meandered three sparkling blue streams. Beyond, the purple mountains of Manchuria stretched in an endless vista. Only on the southern slopes of the hills on the Korean side was there evidence of war. Dropping our gaze from the far north to our feet we saw the valley black with men and horses, baggage and ammunition trains, all the paraphernalia of an army on the move. The suggestion was that the army would cross the river, that the crossing was inevitable, and that the possibility of defeat did not enter into Japanese calculations.

When the rising sun lit up the hills opposite the Japanese in thousands could be descried strung out in single file, streaming along a bridle path traversing the lower slopes as it wound in and out of the ravines. They gradually ascended, their object evidently being to occupy the heights commanding Tiger Hill and its approaches. Rounding the spur they came into view of the Russians on Tiger Hill and the neck and were instantly subjected to a heavy shrapnel fire. The Russian gun position was thus revealed and the Japanese batteries north of Wi-ju opened fire and speedily silenced the Russian guns.

Meantime the Japanese were steadily advancing and soon held the heights, whence they brought rifle fire to bear on the Russians, who were eventually compelled to cross the river Ai and join their main force.

During these operations the dramatic feature of the day was witnessed. The Russian believed that the enemy possessed field guns only and their positions were calculated to deal with artillery of that calibre alone. For the same reason they had taken no plans to mask their guns. When the Japanese opened upon them with several howitzer batteries they must have been thunderstruck.

On the first island opposite Wi-ju held by the Japanese is a belt of trees at present vividly green and fresh-looking. From out this innocent-looking gem of nature came a terrible rain of shell and shrapnel which played upon the Russian batteries on the conical hill, swept men and guns, tore the ground and smashed the rocks. In the air all around the position were white puffs of smoke, denoting the explosion of shrapnel, while the hill itself, struck by shell from the heavy howitzers, looked like an active volcano belching forth clouds of grey-black smoke from a dozen different places.

No sooner had the storm burst than the Russian shrapnel screamed through the air in reply to this unexpected attack. The green of the trees was obscured by the smoke of bursting shell; clouds of sand and dust, raised by the missiles striking the ground, floated on the wind, and the booming of guns and the deep, thudding sound of explosions filled the valley far half an hour.

The Russians stuck to their guns manfully, but gradually their fire slackened and finally ceased. Their guns had been silenced, and the gunners were dead. An attempt had been made to bring up horses to remove the guns, but it was foiled by a fresh outburst from the Japanese artillery. The Japanese fire was then directed on the Russian camp and picket lines, creating great havoc.

The Russian loss cannot be ascertained, but the Japanese casualties in the artillery duel were two killed and 25 wounded. The trees hid their position from the Russians, and though we to the right rear saw the flash of every gun fired, to the Russians this was invisible. Their fire was directed on the belt of trees from which the deadly hail came, but the high-angle fire of the howitzers enabled the Japanese to work their guns from pits, which the Russian shrapnel, fired at random, rarely penetrated.

The success of the day was with the Japanese, the glory with the Russians, who fought their guns to their bitter end. Skill and knowledge were displayed by the Japanese in their use of weapons and positions. Both were lacking on the Russian side.

On the night of the 30th the infantry of another Japanese division crossed the Ya-lu, followed by a third division in the small hours, and at daybreak on May 1 we saw them on the Russian side of the river stretched out in long thin black lines sheltered by depressions in the sand of the river-bed. We realized slowly that the Japanese contemplated a frontal attack. They must have emerged from the cover of Tiger Hill and taken up a position in the darkness.

Before any move was made the Japanese guns opened upon the ground behind Kiu-liencheng with shrapnel and shell, sweeping and searching every inch of the ridges where the Russians were supposed to be. No Russian guns replied; they had departed.

Soon the Japanese fire slackened. Then the leading line upon the sand became animated and slowly crept forward towards the base of the conical hill. It advanced quite a long way, during which the suspense was painful to endure. Then there came to our ears the quick grunting of distant volleys stuttering down the wind and the sound of heavy musketry fire. The line showed gaps, faltered and melted away, some running backwards and others taking shelter. Many were mortally hurt, but the second line, close behind, gathered the remnants and swept on followed by line upon line. Closing on the hill they diverged right and left, winding up the precipitous front and swarming up the sloping sides.

Meanwhile, at the first volley from the Russians the Japanese artillery again began to plant shells upon the ridge, raising clouds of dust in every direction. The Japanese continued to climb until they were near the top, when they halted in a depression and massed to charge over the crest. Then in the very midst of the dark blot upon the hillside there appeared two flashes and two enlarging clouds. It was another of those sickening accidents that occur on battlefields and have been too often experienced by ourselves when guns have been supporting an assault. Twenty-seven modest Japanese graves now occupy the spot—a heavy penalty for a slight misunderstanding.

Worse of the same nature was to befall the Russians before long. At last a rush was made, and the Japanese flag was bravely unfurled first on one side, then on the other, one dark figure racing along, defying the bullets of the retiring Russians, to plant his country's flag on the highest possible place. Japan had beaten the Russian at their first meeting on land and vindicated her claim to a place among the nations.

That was all we saw. They told us there were 700 Japanese casualties. It was difficult to realize that such a number has been rendered *hors de combat* in so short a fight. What else happened during the day is only known through the official report.

(To be Concluded.)

HEAD TAKING IN BORNEO.

Mr. D. A. Owen, officer in charge of Bintulu, in a recent report states, one morning a Chinaman, trading in a banding in the Seban river was brutally murdered, and his bandong set on fire by persons unknown. It seems that he was alone in the bandong at the time. The Dyaks in a house close by when awaking in the early morning saw flames, and going to the water found the boat on fire and unoccupied. The fire had been burning sometime and the upper works of the boat were destroyed. They put out the fire and began to search for the owner of the boat but only found his pillow and blanket in the water near by. I was informed by the Pengulu and Police were put in charge of the property. Diving was resorted to without success and the whole river searched, but the water near the scene of the murder was 30 feet deep and full of logs. Next evening the body came to the surface close by horribly cut about. The head was all but severed from the body and split in two and hacked to pieces, and two bad cuts on the shoulders. A spear thrust through the chest from side to side and one arm completely severed in two places. Evidently the work of more than one man and of a Dyak attempt to take the head which failed through the body falling into water. No traces of the murderers were found and fire had destroyed all such that might have been left.

Nothing is known so far but further investigations are being made. The object of the murder was head taking as nothing had been stolen form the bandong as far as could be ascertained, cash and goods being in their places though damaged somewhat by fire.

ABOUT ARMY BANDS.

The threatened extinction of military bands—in the present form, at any rate—is to be deplored, if only for the reason that the big drum is the best recruiting-agent that the Army possesses. It is undoubtedly the case that the inspiriting crash of brass and shrill whistling of the fifes accompanying a regiment on the march have done more to arouse martial enthusiasm in the hearts of prospective soldiers than all the Government placards put together. The average aspirant for military glory reads the well-known "Free Kit" and remains calm; to hold out against the roll of the drum, however, is quite another thing.

For a long time past Pall Mall has looked with disfavour on military bands. This has now culminated in the decision of the War Office to issue a new set of rules under which they are to be maintained in future. These have occasioned consternation broadcast, for when they come into effect—somewhere about the end of July—it will be found quite impossible to carry on the bands in anything like their present state of efficiency. The principal reason for this is, first, because the numerical strength is to be cut down to a mere twenty-one in each instance, and, secondly, because the financial support hitherto accorded to a band by the commissioned ranks is to be withdrawn altogether. Accordingly, a regimental band will have to exist as best it may on its Government subsidy of £160 per annum. When it is remembered that this works out at less than £4 a week, the futility of the proceeding needs no further labouring.

Although the authorised "establishment" of a military band has for many years past been twenty-one, and it is for this number that instruments have been provided officially, it has been the practice in every regiment to add to this considerably. The cost of doing so has been borne by the officers, all above the rank of subaltern contributing for the purpose one day's pay per month. It is this system that the authorities in Pall Mall are now going to knock on the head. Army bands in future are to be conducted in the "regulation" manner, or not at all. The latter contingency is the sure and certain fate of those belonging to practically all the "crack" corps. Take the case of the Grenadiers or Coldstreams, for example. Each maintains—and requires them for the proper discharge of the calls made upon them—thirty-nine musicans in addition to the official twenty-one. Without such aid it would be impossible to perform half the pieces in their programmes. Again, if they were not available, there would be no one to take the place of men temporarily off duty. At present a proportion of these "extras" are always under training and are drawn upon to fill up the constant vacancies due to discharges, &c.

The allotment of the different instruments in a Guards' band is very much as follows:—Eighteen B flat clarinets, two E flat clarinets, two flutes, two piccolos, three bassoons, two oboes, one E flat alto clarinet, one bass clarinet, one alto saxophone, one tenor saxophone, four French horns, six cornets two trumpets, two tenor trombones, two bass trombones, two baritones, two euphoniums, three E flat basses, one monster B flat bass, one bass drum, two side drums.

These represent a considerable cash value, running, indeed, into four figures. The B flat bass, for instance, costs £25; the bass clarinet, £18 18s; and the big drum £ 0 10s. A good deal of money has also to be expended in the supply of music. Where it is going to come from on the Government subsidy alone is a problem that not even Lord Esher's Committee can grapple with satisfactorily.—*Ex.*

SEA SCOUTING IN THE FAR EAST.

It was because of great anxiety during successive engagements, owing to the absence of a sufficient number of scouting ships, that Nelson, on an historical occasion, said that when he died the words 'give me frigates' would be found engraven on his heart. The launch in April from the works of the famous Vickers Company of the first scouts specially built for such duty is, therefore, says *Engineering*, an event of the first importance, especially as it seems doubtful if we have always fully realised the importance of this requisite to successful strategy, notwithstanding that in practically every naval combat the need for very extensive reconnaissance has been clearly demonstrated. In the Spanish American War, for instance, something approaching a panic was created along the Atlantic seaboard, threatening to seriously hinder aggressive action by the American squadron, for the simple reason that the Spanish Navy had a 'fleet in being' whose position on the Atlantic could not be located. The deficiency in scouting was ultimately overcome by the use of merchant liners, which proved quite satisfactory; but the test was not one of a reliable character in view of the ineptitude of the Spanish attack. It is conceivable that a small cruiser could have placed *hors de combat* many of these mercantile scouts, especially such as were not suited for carrying even a moderate armament. In the present war in the Far East, the same lesson is being most effectively impressed. The arrival of Makaroff completely altered the state of affairs, and his death will be universally deplored because of his great courage and outstanding ability. He at once assumed the aggressive. Conscious that the Japanese fleet were adopting the policy of 'containing' his fleet within Port Arthur, he at once utilised his two special scouts, the *Novik* and *Askold*, to watch the Japanese Fleet; while Admiral Togo at the same time continued scouring the sea with his destroyers, the larger ships being kept hull down on the horizon until the time for attack had arrived. It was a development of these tactics which resulted in the calamity to the Russian cause by the loss of the *Petropavlovsk*, and the death of their admiral in command. Admiral Makaroff had been induced to make a reconnaissance in force, and was lured away from the protection of his land forts, with the prospect of attacking a seemingly detached part of the Japanese Fleet. The scouting work was defective, and but for a timely clearance of haze which revealed the remainder of the Japanese fleet in a position to make an effective flanking movement, the whole of the Russian force would have been defeated. Scouting ships must, therefore, be sent to all points, since a limited reconnaissance, except in preponderating force, can never be safe against such a cleverly-devised trap as that set by Admiral Togo. [illegible] valuable—has again been enforced. Luck saved the Russian Fleet; but Togo's alternative scheme of destruction in the laying of submarine mines struck the heaviest blow of the war thus far. The success of the torpedo-boat destroyer for scouting duty, has been established by the Japanese, but it is of importance to take note of the special conditions prevailing. In the first place, the area of action is not large, and the tactics hitherto have been specially suited to work with this type of craft. But for sea scouting something more powerful than the destroyer is obviously required. Such a vessel must not only be structurally strong to keep the sea, but must have a large radius of action, and the new British vessels described in *Engineering* are shown to have these qualities.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks ...	$660 sa. & s. £66 1c
Union Insurance	545 sa.
China Traders	62 s. & b.
Hongkong Fires	310 s. & b.
Cantons	212 s.
China Fires	86½ b.
HK. C. & Macao Steamboats	29¾ s.
Indo-Chinas	118 b.
Star Ferries (old)	33 b.
Do. (new)	24 b.
Shells Transports	24/- b.
China Sugars	180 b.
Raubs	6½ s.
H.K. & Whampoa Docks...	213 b.
Wharves	108½ b.
Farnhams	Tls. 156 b.
Hongkong Lands	158
Kowloon Lands...	37 b.
West Points	60 s. & b.
Hongkong Hotels	137 s.
Humphreys Estates	12½ s. & b.
do. (new)...	4½ s.
Shanghai Lands	111 b.
Green Island Cements ...	29½ b.
China Borneos	9¾ b.
A. S. Watsons	13½ b.
Electrics	14 s.
do. (new)	7¾ b.
China Providents	9½ sa.
Walkins	7¾ b.
Wm. Powells	10½ s. & b.
Tebraus	90 cts. b.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9½
Do. demand	1/9 15/16
Do. 4 months' sight	1/10¼
France—Bank T.T.	2.29½
America—Bank T.T.	44½
Germany—Bank T.T.	1.86
India T.T.	136½
Do. demand	137
Shanghai—Bank T.T.	71½
Japan—Bank T.T.	89½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109½

Buying.

4 months' sight L/C.	1/10
6 months' sight L/C.	1/10½
30 days' sight San Francisco & New York	45
4 months' sight do.	45½
30 days' sight Sydney and Melbourne	1/10
4 months' sight Francs	2.33½
6 months' sight "	2.35
4 months' sight Germany	1.90
Bar Silver	25⅛
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	@ 940/980
" Old	@ 1,020/1,080
" Older	@ 1,100/1,180
" Oldest	@ 1,200/1,240
Patna New	@ 1,220
" Old	@ 1,270
Benares New	@ 1,170
" Old	@ 1,190
Persian (Paper)	@ 880/900

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th June.
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

S.S. "MOYUNE" left Singapore on the 22nd inst., and is due here on 27th.

HOMEWARDS.

For	Steamers	To Sail
L'DON, AMSTERDAM & ANTWERP	"YANGTSZE"	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
L'DON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
L'DON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
L'DON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamer	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, *viâ* Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th June, 1904. [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
CEBU and ILOILO	"KAIFONG" *	27th June, at 4 p.m.
SHANGHAI	"LINAN" * †	27th " " "
SHANGHAI	"HUPEH" †	28th " " "
MANILA	"TAMING" *	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" * ‡	5th July.
SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	6th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

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‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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Hongkong, 24th June, 1904. [7

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CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 25th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	" "	SATURDAY, 2nd July, at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th June, 1904 [8

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	—	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5. 2nd Class, $1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

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Hongkong, 5th January, 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single journey.
2nd " ..... 1.50 " "
Meals .....$1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 16th April, 1904. [31

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

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REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

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Hongkong, 1st February, 1904. [104

MESSAGERIES CANTONNAISES.

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HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

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These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European $8.00
Second Class European..... 3.00
First Class Chinese..... 1.50
Second Class Chinese..... 80
Deck 30

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For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
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Hongkong, 17th February, 1904. [H

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitz, will be despatched for the above Ports, on or about TUESDAY, the 28th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th June, 1904. [9

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
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PROPOSED SAILINGS FROM HONGKONG.

1904. About
"RICHMOND CASTLE" .....28th June.
"ST. FILLANS" .....10th July.
"LOWTHER CASTLE" .....31st "

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Hongkong, 22nd June, 1904.

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BOSTON STEAMSHIP COMPANY.
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Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,606	T. W. Garlick.	June 28
Lyra ‡	4,417	G. V. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick.	Oct. 1
Shawmut	9,606	W. M. Smith	...

‡ Cargo only.

FOR MANILA.

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Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Tremont	9,606	T. W. Garlick.	—

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The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

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General Agents.
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Hongkong, 15th June, 1904. [18

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain Windebank, will be despatched as above, TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 24th June, 1904. [740

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,173 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904. [758

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM WARNINGS are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather forecasts*, and *information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
Acting Director.

Hongkong Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 17th June, 100 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	℔	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	14
" Steak—Ngau Yuk Pa	"	18
" " Serjoin—Ngau Lau	"	26
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	9
" Tongue fresh—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	55
" Heart—Ngau Sum	"	9
" Hump, Salt—Ngau Kin	"	14
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	8
Tail—Ngau Mei	"	16
" Liver—Ngau Con	℔	9
" Tripe (undressed)—Ngau To	"	5
Calves' Head and Feet—Ngau-chai-tau-keok	set	75
Mutton Chop—Yeung Pai Kw	℔	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	20
Pigs' Chitlings—Chi cheong	"	16
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	8
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	℔	24
Pork, Chop—Chi Pai Kwat	"	23
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	18
Sheeps' Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	℔	22
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	17
" Mutton—Sang Yeung Yau	"	20
Veal—N[illegible] Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	℔	34
Capons, Large, Small—Sin Kai	"	32
Ducks—Ap	"	20
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	℔	34
" Hainan—Hoi Nam Kai	"	30
Geese—Ngoi	"	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	35
" Hoihow—Hoihow Pak Kup	"	30
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	70
" Hen— " " Na	"	60
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Apea	per pair	—

FISH.

Barbel—Ka Yu	℔	14
Bream—Bin Yu	"	12
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	13
Catfish—Chik Yu	"	11
Codfish—Mun Yu	"	10
Crabs—Hai	"	13
Cuttle Fish—Muk Yu	"	11
Dab—Sa Mang Yu	"	12
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	8
Eels, Congor—Hai Man Yu	"	12
" Fresh water—Tam Sui Yu	"	13
" Yellow—Wong Sin	"	24
Frogs—Tien Kai	"	28
Garoupa—Sek Pan	"	38
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	14
Halibut—Cheung Kwan Yu	"	16
Labrus—Wong Fa Yu	"	13
Losch—Wu Yu	"	9
Lobsters—Lung Ha	"	24
Mackerel—Chi Yu	"	15
Monk Fish—Mon Yu	"	20
Mullet—Chai Yu	"	16
Oysters—Sang Hoo	"	15
Parrotfish—Kai Kung Yu	"	13
Perch—Tau Loo	"	10
Pike—Fa Faw Poong	"	8
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	16
Pomfret, White—Pak Chong	"	24
Prawns—Ming Ha	"	32
Ray—Pei Pa Sa	"	7
Rock Fish—Sek Kau Kung	"	14
Roach—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	24
Shark—Sa Yu	"	8
Skate—Po Yu	"	9
Shrimps—Ha	"	16
Snapper—Lap Yu	"	14
Soles—Tat Sa Yu	"	24
Tench—Wan Yu	"	13
Turbot—Cho How Yu	"	18
Turtles, small, fresh water—Keok Yu	"	60
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	℔	20
Apples, (Californin)—Kam San Ping Ko	℔	50
" (Chefoo)—Tin Chun Ping Ko	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	"	4
" (brides), Macao—San Heung Chiu	"	3
Chestnuts, Chinese—Foong Lut	"	15
Carambola—Yeung Tou	"	—
Cocoanuts—Yeh Tsz	each	8
Grapes—Sin Tai Tsz	℔	—
Lemons, China—Ning Mpong	"	12
" Amer.—Kum San Ning Moong	"	8
Lichees, Dried—Lai Chi Con	"	15
" Fresh, Lai Chi	"	11
Limes, (Saigon)—Sai Kung Ning Moong	each	7
Mango, Manila—Lui Sung Mong	"	7
Mango, Saigon—Sai Kung Moong	"	3
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (Canton)—Sang Sheng Tim Chang	"	15
" Small—Tai Kut	"	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	℔	8
Pears, (American)—Kam San Shut Li	"	—
" (Canton), Cooking—Sa Li	"	8
" (Shanghai)—Sheung Hoi Li	"	10
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chis	"	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	12
" 2nd cocking—Chung-tang Paw-law	"	—
Platams—Tai Chen	"	2
Plums, Swatow—Hung Lai	"	8
Pumolo, Siam—Chim Lo Yau	"	20
Walnuts, Hop Tou	"	12
" Green—Sang Hop Tou	"	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	℔	—
Beans, (French) Macao—Oh Moon Pin Tau	"	10
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	2
Beans Long—Tau Kok	"	6
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	"	3
Brinjals, Red—Hung Ker	"	2
Brassica—Pak Choi	"	5
Bamboo Shoots—Chook Shun	"	10
Cabbage, Chinese, com.—Kai Choy	"	4
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	12
Cane Shoots, bunch—Kau Shun	"	2
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	5
Celery, Chinese Tong Kan Choy	"	3
Celery, English—Yeung Kan Choi	"	10
Celery, White—Pak Yeung Kan Choi	"	10
Chilies Dried—Con Lat Chiu	"	20
" Red—Hung Fa	"	10
" Green—Cheng Lat Chiu	"	6
Curry Stuff, English—Ka Lee Choi Liu	"	5
Cucumbers—Cheng Kwa	"	3
Bitter Squash—Fu Kwa	"	6
Garlic—Suen Tau	"	5
Ginger, young—Sun Tsz Keung	"	6
" old—Lo Keung	"	4
Horse Radish, Shanghai—Lik Kan	"	20
Indian Corn—Suk Mai	piece	3
Lettuce—Yeung Sang Choi	each	2
Water Chesnuts—Ma Tai	"	5
" Mandalin—Kwei Lum Ma Tai	"	7
Mushrooms Fresh—Sang Cho Kho	"	50
Onions, Bombay—Yeung Chung Tau	"	—
" Green—Sang Chung	"	4
" S'hai—Sheung Hoi Chung Tau	"	4
" Japan—Yat Poon " "	"	6
Okroes—Mo Ke	"	—
Parsley, English—Yeung Un Sai	"	2
Gradus Pea	"	—
Green Peas—Cheng Tau	"	—
Potatoes, Sweet—Fan Shu	"	4
" Shanghai—Sheung Hoi Shu Tsai	"	—
" Japan—Yat Poon Shu Tsai	"	4
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	1
" Macao—Oh Moon " "	"	1
Pumpkin—Toong Kwa	"	2
Radish—Hung Lo Pak Tsai	dozen	3
Rhubarb	"	12
Shalots—Con Chung Tau	"	6
Spinage (Chinese)—Paw Choi	"	4
Spinach—Yin Choi	"	5
Tomatoes—Fan Ker	"	8
Taros—Wu Tau	"	5
Turnips, Pun-ti (Long)—Low Pak	"	3
" English—Yeung Low Pak	piece	2
Vegetable Marrow—Chit Kwa	"	3
Waters Cresses—Sai Yeung Choi	"	—
" Caltrops—Lan Kok	℔	—
" Lily Roots—Lin Ngau	"	5
Yamss—Tai Shu	"	4

N. A. JOHANSEN,
Acting Inspector of Markets.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with a weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 1.50
One month	7.50
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES,

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD
1, Ice House Road,
Hongkong.

Intimations.

FOUND.

AT ST. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT. Owner can have same on application to—

THE DIRECTOR,
St. Joseph's College,
Robinson Road.

Hongkong, 8th June, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd

Hongkong, 30th September, 1903.

Shipping.

ARRIVALS.

Wongkoi, Ger. s.s., 1,115, F. Bruhn, 23rd July, —Bangkok via Swatow 15th June, Rice and Wood.—B. & S.

Ceylon, Br. s.s., 2,637, C. F. Lockstone, 24th June,—Yokohama 7th June, Gen.—P. & O. S. N. Co.

Batavia, Ger. s.s., 7,100, Ch. Dempwolf, 24th June,—Shanghai 21st June, Gen.—H. A. L.

Jeseric, Br. s.s., 3,113, W. Shotton, 24th June, —Amoy 22nd June, Gen. and Tea.—A., K. & Co.

Wuhu, Br. s.s., 1,250, Richards, 24th June,—Canton 23rd June, Gen.—B. & S.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 24th June,—Haiphong and Hoihow 21st June, Gen.—J. & Co.

Tjimahi, Dut. s.s., 2,476, V. V. N. Jurriaanse, 24th June,—Yokohama via Kobe, Moji and Amoy 22nd June, Gen.—J. C. J. L.

Tremont, Am. s.s., 6,195, Thos. W. Garlick, 24th June,—Manila 22nd June, Gen.—D. & Co., Ld.

Myrmidon, Dut. s.s., 1,591, J. Barends, 24th June,—Samarang 17th June, Gen.—O. S. S. Co.

Departures.

June 24.

Hue, for Haiphong.
Dagmar, for Touron.
C. Ferd. Laeisz, for Shanghai.
Moragon, for Shanghai.
Signal, for Hongay.
Hupeh, for Canton.
Zieten, for Europe.
Yuensang, for Manila.
Agamemnon, for Singapore.
Chiyuan, for Shanghai.

Clearances at the Harbour Office.

Paul Beau, for Canton.
China, for Dli Sagalia.
Batavia, for Singapore.
Wo Ping, for West River.
Hue, for Kwong-chow-wan.
Hongkong, for West River.
Yinghing, for Canton.
Yuensang, for Manila.
Jeseric, for Singapore.
Tak Hing, for West River.
Kwongtung, for Canton.
Wingchai, for Macao.
Palamcotta, for Amoy.
Saining, for West River.
Agamemnon, for Singapore.

Passengers arrived.

Per *Wongkoi*, from Bangkok, &c.—Messrs. Lum, Hochapfel, and 37 Chinese.

Per *Ceylon*, for Hongkong from Foochow—Mrs. Wilcox, Messrs. Wilcox, 3 children and 1 child, and Miss Rouse. From Amoy—Mr. L. T. Thomas. For Colombo from Foochow—Mr. H. H. Dulling. For London from Yokohama—Messrs. J. R. Lancaster and C. S. Curters. From Shanghai—Mrs. A. G. H. Carruthers and child, and Mr. J. E. Doidge.

Per *Tremont*, from Manila for Hongkong—Mr. Thos. Greenland. In Transit—Mrs. Norton, Mr. Boyd, Miss Casady, Messrs. Binder, T. K. Salter, and 31 Japanese.

Passengers departed.

Per *Yuensang*, for Manila—Sisters Josefa Gurvindo, Francisco Dettaro, Concepcion Boguete, Elisa Reyes, Francisca Peralta, Miss Margarita Aviles, Miss Casiana de la Cruz, Mr. Teodoro R. Yanger, Miss Luisa Yangco, Mr. N. Pacini, Misses Carmen Mestres, Pacita Yangco, Messrs. John Reyes, Mariano de la Cruz, Messrs. Fong Man Chai, Hok Chiu, Fong Hop, Chan Cun Siong and Tan Chi.

Shipping Report.

Str. *Tremont*, from Manila:—Fine passage of 46 hours.

Str. *Jeseric* from Amoy:—Light winds, fine cloudy weather.

Str. *Myrmidon* from Samarang:—Light variable winds, and fine weather.

Vessels in Port.

STEAMERS.

Breid, Nor. s.s., 645, J. Falkmann, 19th June, —Rajang 12th June, Timber.—Hang Fat.

Carl Menzell, Ger. s.s., 984, J. Janssen, 18th June,—Amoy 17th June, Ballast.—E. A. T. Co.

China, Am. s.s., 3,186, D. E. Friele, 17th June, —San Francisco and Shanghai 15th June, Mails and Gen.—P. M. S. S. Co.

Chowtai, Ger. s.s., 1,115, H. Textor, 22nd June, —Bangkok 16th June, Rice and Wood.—B. & S.

Chunsang, Br. s.s., 1,418, R. Cox, 18th June,—Bangkok and Koh-si-chang 12th June, Rice.—J., M. & Co.

General Alava, Am. transport, Whitton, 20th June,—Cavite 17th June.

J. W. Taylor, Br. s.s., 1,793, John Waters, 13th June,—Penarth 13th May, Coals.—Gilman & Co.

Kaifong, Br. s.s., 1,024, E. Finlayson, 21st June, —Cebu 10th June, and Iloilo 17th, Hemp and Sugar.—B. & S.

Laisang, Br. s.s., 2,224, E. J. Tadd, 6th June,—Calcutta 21st May, Penang 26th, and Singapore 31st, Gen.—J., M. & Co.

M. Struve, Ger. s.s., 966, P. Brandt, 22nd June, —Tamsui 19th June, Amoy 20th, and Swatow 21st, Gen.—O. S. K.

Nam Sang, Br. s.s., 4,035, Geo. Payne, 20th June,—Calcutta via Penang and Singapore 16th June, Gen.—J., M. & Co.

Orange, Nor. s.s., 1,001, Joh. Dannevig, 22nd June,—Bangkok 15th June, Rice.—S., W. & Co.

Paklat, Ger. s.s., 1,018, H. Demes, 22nd June, —Bangkok 16th June, Gen. and Rice.—B. & S.

Palamcotta, Br. s.s., 2,208, A. J. Windebank, 23rd June,—Rangoon and Straits 10th June, Gen.—J., M. & Co.

Perla, Br. s.s., 1,287, A. H. Notley, 13th June, —Manila 10th June, Ballast.—S., T. & Co.

Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 23rd June,—Canton 23rd June, Gen.—Wing Sing & Co.

Progress, Ger. s.s., 687, F. Bremer, 21st June, —Tourane 18th June, Coal.—S. & Co.

Prometheus, Nor. s.s., 1,023, H. Lersbryggen, 22nd June,—Bangkok 15th June, Rice.—Joh Fat Hong.

Restorer, Br. s.s., 1,258, Morrell, 10th June,—Saigon 8th June, Submarine Cable.—E. E. Telegraph Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 20th June, —Manila 18th June, Gen.—S., T. & Co.

Vindobona, Aust. s.s., 2,694, B. Cobol, 22nd June,—Moji 18th June, Gen.—S., W. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May, —New York 10th Dec., 1903, Case Oil.—S. O. Co.

Kentmere, Br. bq., 2,334, Burch, 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Urso, 9th April, —Freemantle 7th Feb., Sandalwood.—Order.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Vale of Doon, Sarawak bq., 669, J. Petersen, 22nd June,—Rajang, (N.W. Borneo) 6th June, Timber.—S., W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Taiyuan	Manila	B. & S.	June 25
Doric	Shanghai	P. M. Co.	June 27
Tonkin	Saigon	M. M.	June 27
Moyune	Singapore	B. & S.	June 27
Athenian	Japan	C. P. R. Co	June 28
Socotra	Singapore	P. & O. Co.	June 28
Suisang	Singapore	J., M. & Co	June 29
Chihli	Tientsin	B. & S.	June 29
Nicomedia	Japan	P. & A. Co	June 30
Chingtu	Kobe	B. & S.	June 30
Emp. of Japan	Vancouver	C. P. R. Co	July 4
Calchas	Victoria	B. & S.	July 7
Tsinan	Sydney	B. & S.	July 13

Hongkong & Whampoa Dock Returns,

U.S.S. Pathfinder	at	Kowloon	Dock.
U.S.S. General Alava	"	"	"
Kongnam	"	"	"
Namsang	"	"	"
Progress	"	"	"

Ships Passed The Canal.

Outward—1st June—*Anapa, Siam, Badenia, Germanicus, Indrawadi.* 4th June—*Tonkin, Moyune, Silvia.* 6th June—*Benlarig.* 7th June—*Radnorshire.* 10th June—*Jumna, Nippon, Sithonia.* 18th June—*Oceanien, Sarpedon, Rhein.* 22nd June—*Baralong, Shimosa.*

Homeward—1st June—*Brisgavia.* 22nd June—*Bayern, Benalder.*

Arrivals at Home—1st June—*Idomeneus.* 4th June—*Abessinia, Prinz Heinrich, Annam.* 7th June—*Tydeus.* 14th June—*Antenor, Borneo, Teiseie, Formosa, Glenroy, Palawan.* 18th June—*Telemachus.* 22nd June—*Polynesien, Suevia.*

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 24th at 11.35 a.m. The barometer has risen in the extreme north and fallen at all other stations.

Gradients are moderate but increasing on the China Coast and strong NE. winds will prevail in the Formosa Channel.

A typhoon approaches the east coast of Luzon, north east of Manila moving WNW.

Forecast:—Light S.E. winds, backing to NE. later, fine.

CHINA COAST METEOROLOGICAL REGISTER.

June 23rd, 1904, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Taihoku	5 a.m.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Weihaiwei	9 a.m	—	—	—	—	—	—
Gutzlaff	"	—	—	—	—	—	—
Sharp Peak	"	—	—	—	—	—	—
Amoy	6.30 a.	—	—	—	—	—	—
Swatow	9 a.m.	—	—	—	—	—	—
Canton	"	29.76	85	83	SSE	2	0
Hongkong	10 a.m.	29.77	84	75	S	2	0
Victoria Peak	"	—	—	—	S	2	—
Gap Rock	"	29.75	—	—	S	4	—
Macao	"	29.73	87	—	S	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.74	81	81	NW	0	0
Bacolod	9 a.m.	—	—	—	SW	5	0
Iloilo	"	29.75	89	—	W	4	0
Cebu	"	—	—	—	S	2	or
C. St. James	10 a.m.	—	—	—	—	—	—

June 24th, 1904, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.92	—	—	NE	2	—
Hakodate	"	29.89	—	—	—	0	—
Tokio	"	29.90	—	—	—	0	—
Kochi	"	29.79	—	—	SE	10	—
Nagasaki	"	29.79	—	—	SE	6	—
Kagoshima	"	29.83	—	—	—	0	—
Oshima	"	9.84	—	—	S	4	—
Naha	"	29.77	—	—	SE	4	—
Ishigakijima	"	29.70	—	—	SE	4	—
Taihoku	5 a.m.	29.69	—	—	S	2	—
Taichu	"	29.68	—	—	—	0	—
Tainan	"	29.65	—	—	—	0	—
Koshun	"	29.74	—	—	NE	6	—
Pescadores	"	29.69	—	—	—	0	—
Weihaiwei	9 a.m.	29.88	80	—	SE	2	—
Gutzlaff	"	29.76	69	100	E	4	omr
Sharp Peak	"	29.66	81	91	—	0	o
Amoy	6.30 a.	29.76	79	91	SSE	1	c
Swatow	9 a.m.	—	—	—	—	—	—
Canton	"	29.66	83	91	SE	2	c
Hongkong	10 a.m.	29.68	84	70	S	1	o
Victoria Peak	"	—	—	—	SSE	2	—
Gap Rock	"	29.67	—	—	SSE	3	—
Macao	"	29.65	84	—	S	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.57	81	85	NW	2	o
Bacolod	9 a.m.	—	—	—	SSW	5	opr
Iloilo	"	29.68	79	—	SW	5	or
Cebu	"	29.73	79	—	S	3	b
C. St. James	10 a.m.	—	—	—	—	—	—

	June 23 at 10 a.m.	June 23 at 4 p.m.
Barometer	29.77	29.67
Temperature	84	85
Humidity	75	72
Rainfall	0.09	—

Post Office.

A Mail will close for:—

Canton—Per *Honam*, 25th June, 7.30 A.M.
Manila—Per *Rubi*, 25th June, 9 A.M.
Cebu and Iloilo—Per *Kaifong*, 25th June, 11 A.M.
Singapore and Sourabaya—Per *Fausang*, 25th June, 11 A.M.
Saigon—Per *Bried*, 25th June, 11 A.M.
Straits, Colombo and Bombay—Per *Vindobona*, 25th June, 1 P.M.
Macao—Per *Heungshan*, 25th June, 1.15 P.M.
Shanghai—Per *Hupeh*, 25th June, 3 P.M.
Swatow, Amoy and Tamsui—Per *M. Struve*, 26th June, 9 A.M.
Kongmoon, Kumchuk and Samshui—Per *Lintan*, 26th June, 9 A.M.
Namtao—Per *Taichun*, 26th June, 9 A.M.
Sanbue—Per *Hoi Fu*, 26th June, 9 A.M.
Macao—Per *Wingchai*, 26th June, 9 A.M.
Canton—Per *Kinshan*, 26th June, 9 A.M.
Macao—Per *Heungshan*, 27th June, 1.15 P.M.
Shanghai—Per *Linan*, 27th June, 3 P.M.
Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 27th June, 5 P.M.
Namtao—Per *Taichun*, 27th June, 5 P.M.
Sanbue—Per *Hoi Fu*, 27th June, 5 P.M.
Macao—Per *Wingchai*, 27th June, 5 P.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Tremont*, 28th June, 10 A.M.
Swatow, Amoy and Tamsui—Per *Hailoong*, 28th June, 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 28th June, 11 A.M.
Europe, &c., India, *via* Tuticorin—Per *Himalaya*, 28th June, 11 A.M.
Macao—Per *Heungshan*, 28th June, 1.15 P.M.
Kongmoon, Kumchuk and Samshui—Per *Lintan*, 28th June, 5 P.M.
Namtao—Per *Taichun*, 28th June, 5 P.M.
Sanbue—Per *Hoi Fu*, 28th June, 5 P.M.
Macao—Per *Wingchai*, 28th June, 5 P.M.
Manila—Per *Taming*, 29th June, 3 P.M.
Manila—Per *Zafiro*, 2nd July, 9 A.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 2nd July, 11 A.M.
Europe, &c., India, *via* Tuticorin—Per *Bengal*, 2nd July, 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, 5th July, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 13th July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 20th July, 11 A.M.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for $1.00

Each—16 stamps at 4 cents
12 " " 2 "
12 " " 1 "

VISITORS AT THE HOTELS.

PEAK.

Beattie, J. M.
Beattie, M. P.
Benson, Mr. & Mrs.
Bunny, Lieut.-Col. F. W.
Bunny, Miss
Brawn, Col. L. F.
Chapman, A.
Dymock, Lieut. A.
Ehelderke, Capt.
French, Major G. A.
Hudig, D.
Hamilton, Major
Hanmer, Mr.
Holborow, Mr.
Jeffues, H. W.
Kourchier, Mr. & Mrs.
Martin, R.
McDermott, A. P. B.
Moxon, Mr. and Mrs. Herbert
Muelle, Consul E.
Paxton, Mr.
Pollock, H. E.
Post, N.
Sallaway, A. D.
Sawer, Mrs. W. E.
Smith, C. W.
Spalckhaver, W. O. C.
Stevenson, D.
Stokes, Mr.
Stopliton, Mr.
Uffel, W. von
Watkins, R.E., Capt. and Mrs.
Wenborn, S. T.
White, Dr. and Mrs. M. J.
Yates, Mr. & Mrs. C. C.

KOWLOON.

Anderson, Dr.
Baxter, Mr. and Mrs.
Burton, Mr. and Mrs.
Daniel, W.
Ironmonger, Lieut.-Col. and Mrs.
Jones, Frederic
Mitchell, Mr.

HONGKONG.

Anderson, Mr.
Banks, C. W.
Beattie, R. B.
Birbeck, R. J.
Bishayn, P.
Bissell, W. S.
Blount, Jr., J. H.
Blount, Mrs. J. H.
Boggan, Mr. & Mrs. R.
Bonner, E. A.
Borthwick, Mr. & Mrs. R. W.
Boyce, W. B.
Clark, W. G.
Darby, A. J.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Dean, G.
Douglas, Capt. & Mrs. J.
Downing, T. C.
Economon, D. S.
Emerson, A.
Fisher, H. G.
Glover, C.
Graham, F.
Grant, A. W.
Gras, Mr.
Hall, Capt. T.
Harding, R.
Hayton, J. T.
Heckford, R. G.
Hochappel, E. C.
Hooper, Mr. and Mrs.
Hughes, W. Kerfoot
Icely, Rev. F.
Joseph, Mr. & Mrs. E. S.
Katsch, E. A.
Lawson, C. H.
Leggatt, E. A.
Lewis, A. R.
Lowcock, C.
Macgowan, R. J.
Mackie, C. Gordon
Marriott, Dr. O.
McAran, T. P.
Meikle, Mr. & Mrs. E.
Miller, P. L.
Moon, Mr. & Mrs. E. M.
Moir, G. A.
Morgan, G.
Mowry, L. I.
Newington, A. G.
North, C. J.
Pattie, Mr. & Mrs. J. A.
Pelli, L.
Potter, A. G.
Rayner, F. S.
Rentsch-Seyd, Mr. and Mrs.
Rice, P. F.
Sayer, G. B.
Sayle, R. T. D.
Scott, Mr. & Mrs. Gray
Skott, C.
Somerville, Geo.
Somewille, Mrs. A.
Stanley, H. H.
Stewart, W. M.
Thomas, O. B.
Trimmel, W. D.
Waite, H. E. & servant
Whitton, Mrs. A. M.
Williams, W. H.
Windsor, J. B.
Wolff, Philip
Woolmer, Mr. & Mrs. C. E.

KING EDWARD.

Barrett, H.
Blass, A.
Campbell, Mr. & Mrs. N. C. and child
Fontaine, Madame
Fuller, G. H.
Hawkes, U. S. N., Dr. Robf. H.
Hudson, Mrs. A.
Imbert, R.
Jameson, J. Watt
Jonquieres, Admiral de
Kubaseck, W.
Linn, Henry
Ladureuw, Mr. & Mrs. M.
Marcalde, Mr. & Mrs.
Osborn, Mrs. G.
Ough, A. H.
Perkins, E. A.
Pinkston, Col. Wm. M.
Railton, W. A.
Rose, Mr. & Mrs. T. J.
Shepherd, Bruce
Stephens, Mr. & Mrs. M. J. D.

CONNAUGHT.

Bell, Mrs. J.
Bourke, F. D.
Browne, Dr. C. S.
Christie, Mr. & Mrs. D.
Cronin, John
Eyre, Mr. and Mrs. H.
Ezekiel, R. M.
Hamilton, Mrs. A.
Helme, E. B.
Hughes, Mr. and Mrs. A. and child
Howard, E.
Jackson, T. B.
Judah, C. J.
Khan, K. M. Abdul Ghaffur
Menashih, R.
Newborn, R. H.
Phillips, Mr.
Phillips, Mrs. F.
Reeves, Miss
Robinson, Capt. W. R.
Rouse, Miss
Stohp, A.
Webb-Bowen, M.
Wilcox, Mr. and Mrs. and children

THOMAS'

Burdekin, Geo.
Chun Jock
Coomb, L. M.
Duncan, L. W.
Economone, D. S.
Freman, O. L.
Hains, Mr. & Mrs. J. J. and 2 children
Harries, G. B.
Hickman, C. S.
Hilterman, B.
Hough, Dr.
Lau Shiu Nam
Lehman, E.
Lilly, Mr. and Mrs. W. B.
Malta, J. B. K.
Manning, S.
Ng Shiu Chun
Vardegan, G.
Whiley, Mr.
Williams, S.
Young, L. C.

CRAIGIEBURN.

Cowden, Mrs. & Miss
Dann, G. H.
Drayson, Mr. and Mrs.
Forrest, T. S.
Gaskell, Mr. and Mrs.
Gibbons, J. B.
Griffith, Mrs.
Harrison, W. S.
Howard, W. H.
Lauder, P.
Ross, W. W.
Smith, Mr. E. Grant
Smith, Mr. and Mrs. Grant
Woodward, Mr. & Mrs. and children

OCCIDENTAL.

Adamson, Mrs. & child
Barker, W.
Bohm, Dr.
Bullermann, A.
Bunner, Mr. and Mrs. W. C.
Chandler, Lieut. F.
Ernst, J.
Hampe, Mr.
Harms, F.
Harrop, H. W.
Kemp, H. Morman
Keyt, Dr. F.
Konig, Dr.
Lorinzin, Capt.
Matsua, Mr. & Mrs. McClay, A.
Pezau, Lieut. T.
Robinson, H.
Warnolsh, Mr.
Weibking, Mrs. & child

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wusung
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Shanghai
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wusung
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Weihaiwei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Ichang
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Hankow
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wusung
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wusung
Cherub	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Wusung
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Chemulpho
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Yangtsze
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Humber	storeship	1,640	—	800	Commander J. D. Daintree	Shanghai
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	en route Shanghai
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander J. A. Gregory	Shanghai
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Wusung
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Samshui
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Hongkong
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Nanking
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Singapore
Robin	river gunboat	85	2	240	Lieut.-Commander John P. Irven	Canton
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Hongkong
Sirius	cruiser, 2nd class	3,600	8	9,000	Captain C. H. H. Moore	Singapore
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wuhu
Sparrowhawk	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. G. Codrington	Wusung
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Wusung
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Hankow
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	363	3	200	Lieut.-Commander R. H. Keate	Kiukiang
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wusung
Vestal	sloop	980	6	1,400	Commander S. St. John Farquhar	Singapore
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Shanghai
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Chungking

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

(Paquebots-Poste Français.)

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 P.M., the Company's Steamship "HIMALAYA," Captain J. Combe, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Dumbea* bound for MARSEILLES *viâ* BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 27th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th June, 1904. [9

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.)

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oriental* due in London on the 15th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th June, 1904. [4

Consignees.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. TO-MORROW, the 24th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd June, 1904. [755

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 21st instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 18th June, 1904. [5

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd June, 1904. [750

FROM NEW YORK.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st June, 1904. [749

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

of the Norddeutscher Lloyd,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 29th inst., at 9.30 A.M.

All Claims must reach us before the 3rd of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1904. [3

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary, before 1 P.M. TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1904. 14

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th June, 1904. [741

SHARE QUOTATIONS.

Supplied by Messrs. Benjamin, Kelly & Potts. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	$10,000,000 / $6,500,000 / $250,000	$1,417,366	Div. of £1.10/- and bonus of 1.10/- @ exchange 1/8¼=$22.904 for half-year ending 31.12.1903	6¼ %	$660 sales / London £66.10/-
National Bank of China, Limited	4,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5¼ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 / $569,143 / $784,445 / $906,872	$1,059,926	$32 for 1902	6 %	$545 sales
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 / $151,992 / $331,342 / $322,138	Nil.	$4 for year ended 30.4.1903	6¾ %	$62 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 / Tls. 31,850	Tls. 271,189	Final of £1 making £2 for 1902	...	Tls. 62½ sales
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 / $37,794	$186,284	$12 for 1902	9¾ %	$130
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,000 / 50,000	$110,551	$15 for 1902	7 %	$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,308,856	$371,110	$22½ for 1902	7½ %	$310
China Fire Insurance Company, Limited	20,000	$100	$ 0	$1,000,000 / $125,675 / $2,561	$319,047	$6 dividend & $1 bonus for 1902	8½ %	$86½ buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $633,000 / $149,409	$41,538	$1½ for second half-year 1903	10 %	$29½
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£240,000 / £8,000 / £100,000	£5,380	10/- for 1902	5 %	$119
China and Manila Steamship Company, Limited	30,000	$50	$50	none	Dr. $63,123	$5 for 1900	...	$26 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 / $71,8 5	Nil.	$3 for year ended 30.6.1903	8½ %	$36 sellers
"Star" Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$60,000 / $15,093	$1,287	$1.80 & b. 40 cts / $0.90 & b. 20 cts. for year ending 30.4.04	7 % / 5 %	$32½ buyers / $23½ buyers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 / $ 21,675 / $ 18,000 / $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	9½ %	$142½ buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4½ %	23/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 / Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	5¾ %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½	9½ %	Tls. 48 sales
Do. (Preference)	100,000					Tls. 1¾ making Tls. 3½	7¼ %	Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Final of $7 making $12 for 1901	...	$180 buyers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4½ %	Tls. 60 sales
MINING.								
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 / Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 873	Dr. £7,236	No. 12 of 1/-	...	$7 sellers
Chinese Engineering and Mining Company, Ld.	50,000 / 1,000,000	£1 / £1	£1 / £1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6½ sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$8,750	$425,340	$6 dividend and $1 bonus for second half year 1903	6½ %	$213 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	6½ %	Tls. 155½ sales
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,050,000	$43,732	$6 for 2nd half year 1903	4½ %	$255 sales
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus	6½ %	$200 buyers
Do. (Preference)	2,750					$7 dividend for 1903	6½ %	$110
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 / $250,000	$28,015	Final of $2½ making $5 for 1903	4¾ %	$108 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7½ %	Tls. 150 sales
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9½ %	Tls. 190 sellers
New Amoy Dock Company, Limited	6,000	$62½	$62½	$55,500	$489	$1½ for 1903	4½ %	$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$500,000	$51,966	Final of $6 making $12 for 1903	7½ %	$158
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 / Tls. 150,000 / Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7½ %	Tls. 111 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7½ %	$36½ buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Final of 1.70 making $3.70 for 1903	5¾ %	$59 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 / $10,771 / $20,000	$3,161	$5 for second half-year 1903	7½ %	$137
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$22,500	$16,301	$2½ for year ended 30.6.30	7½ %	$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	6½ %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,607 / $50,000	$99,177	90 cents for 1903	7½ %	$12½
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12½ %	Tls. 30 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4% a/c 1898 on 6,000 shares	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$ 0	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	6¾ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 61½ buyers
Albambra, Limited	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900	...	$200
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5¼ %	$29 buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	60 cents for 1903	6¼ %	$9½ sales
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 / $25,000	$2,883	Final of 50 cents making $1 for 1903	7½ %	$13½ buyers
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	13½ %	$7½ buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8½ %	$9½ sellers
Hongkong Electric Company, Limited	30,000 / 30,000	$10 / $10	$10 / $5	none	$3,453	90 cents / 45 cents for year ending 30.4.1903	6½ % / 6 %	$14 / $7½ buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,8 5	£7,387	£1 div. and 2/- bonus for 1902	...	$150 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 / Tls. 108,172	Tls. 7,548	Final of Tls. 3½ and bonus of Tls. 1½ making Tls. 8½ for 1903	7½ %	Tls. 115 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 380 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12½ %	T. Tls. 140 sales
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls 130 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3½ for 1903	12 %	$29 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,682	Final of 17 making $12 for year end. 29.2.04	9½ %	$125 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7½ %	$140
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Final of $12 making $16 for 1903	7½ %	$225 sales
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160 sales
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$30,0 0	$4,283	$20 for year ending 30.11.1903	7½ %	$280 sales
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1½ for year ending 31.7.1903	7½ %	$16 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,500	$596	$3 for 1903	8½ %	$37
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None	...	$5 sellers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$14,700	$119	90 cents / $19.70 for year ended 31.5.1903	8½ % / 14½ %	$10½ buyers / $210 buyers
Do. (Founders')	100	$10	$10					
Hongkong Steam Waterboat Company, Limited	7,500	$10	$10	none	$1,848	Interim of 70 cents	8½ %	$17 buyers
China Light and Power Company, Limited	15,000	$10	$10	none	$3,739	None	...	$7
William Powell, Limited	12,000	$10	$10	none	$4,757	Interim of 50 cents for 1903/4	9½ %	$10½
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,469	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04 / Second do. Tls. 10. 15.6.04	13½ %	Tls. 302½ sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71½ sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Final of $1.20 making $2.70 for 1903	12 %	$23 sales
Do. (Founders')	123					None	...	$100 sales
Do. (New Issue)	24,000	$15	$7½	.....	.....	First year	...	$7½ sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9½ %	Tls. 65 buyers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9½ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	$11½
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	$95 sellers
Maynard and Company, Limited	3,400	$10	$10	none	.....	$2 for year ended 31.10.1903	8 %	$17
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	.....	.....	First year	...	$25

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